

AERONAUTICAL INFORMATION CIRCULAR 50/19

NOTICE OF COMMENCEMENT OF PHASE 2C OF MANDATE FOR DATA LINK SERVICES IN THE NORTH ATLANTIC REGION

(Supersedes AIC 34/17)

Introduction

The mandate for data link services in the International Civil Aviation Organization (ICAO) North Atlantic (NAT) region commenced with Phase 1 on 07 February 2013, initiating an approach that would see the area of applicability expand incrementally until completion in 2020. Phases 2A and 2B were implemented as detailed below. In accordance with the vertical and horizontal boundaries described below, all aircraft are required to be fitted with, and using, controller-pilot data link communications (CPDLC) and automated dependent surveillance – contract (ADS-C) equipment (see North Atlantic Operations Bulletin 2017_001_Revision 04).

Purpose of Circular

This aeronautical information circular (AIC) confirms plans to implement Phase 2C of the NAT Data Link Mandate (DLM) on 30 January 2020. The original Phase 2C vertical boundaries have been modified and will now encompass flight level (FL) 290 to FL 410 (inclusive) throughout the NAT region.

The information provided is intended for publication in the Spring 2020 [Transport Canada Aeronautical Information Manual \(TC AIM – TP 14371E\)](#).

Background

As agreed at the 49th meeting of the North Atlantic Systems Planning Group (NAT SPG), the objectives of the NAT DLM are to enhance communication, surveillance, and air traffic control (ATC) intervention capabilities in the NAT region. This is done to reduce collision risk and enable the NAT target level of safety to be met, particularly in the vertical plane. ADS-C provides capabilities for conformance monitoring of aircraft adherence to cleared route and FL, thereby significantly enhancing safety in the NAT region. ADS-C also facilitates search and rescue operations and the capability to locate the site of an accident in oceanic airspace. CPDLC significantly enhances air/ground communication capability and therefore controller intervention capability.

The NAT SPG goals for the expansion of the NAT DLM to increase the level of aircraft data link system equipage, are in concert with the International Civil Aviation Organization (ICAO) Global Air Navigation Plan (GANP) (Doc 9750) Aviation System Block Upgrade (ASBU) Block 0, Module B0-40 (2013-2018). This module calls for safety and efficiency improvements for enroute operations supported by data link. The NAT SPG objectives are:

- by 2018, 90% of aircraft operating in the NAT region airspace at FL 290 and above will be equipped with Future Air Navigation Systems 1/A (FANS 1/A) (or equivalent) ADS-C and CPDLC systems; and
- by 2020, 95% of aircraft operating in that airspace, will be so equipped.

Planned Vertical and Horizontal Boundaries for NAT Region DLM Airspace

Phase 2A, commenced 05 February 2015	FL 350 to FL 390 (inclusive) all tracks within the NAT OTS. This phase applies to all aircraft operating on or at any point along the tracks.
Phase 2B, commenced 07 December 2017	FL 350 to FL 390 (inclusive) throughout the NAT region.
Phase 2C, commencing 30 January 2020	FL 290 to FL 410 (inclusive) throughout the NAT region.

Airspace Not Included in NAT Region DLM Airspace

- Airspace north of 80° North (N) (Airspace north of 80°N lies outside the reliable service area of geostationary satellites);
- New York Oceanic East flight information region (FIR); and
- Airspace where an air traffic service (ATS) surveillance service is provided by means of radar, multi-lateration, and/or automatic dependent surveillance–broadcast (ADS-B) coupled with very high frequency (VHF) voice communications, as depicted in State Aeronautical Information Publications (AIP), provided the aircraft is suitably equipped (transponder/ADS-B extended squitter transmitter).

Guidance for Trans-Atlantic Flight Planning by Non-Data Link Aircraft

Figure 1 depicts airspace where ATS surveillance services, coupled with VHF voice communication, is provided and where suitably equipped aircraft (transponder/ADS-B extended squitter transmitter) will be allowed to operate without restrictions.

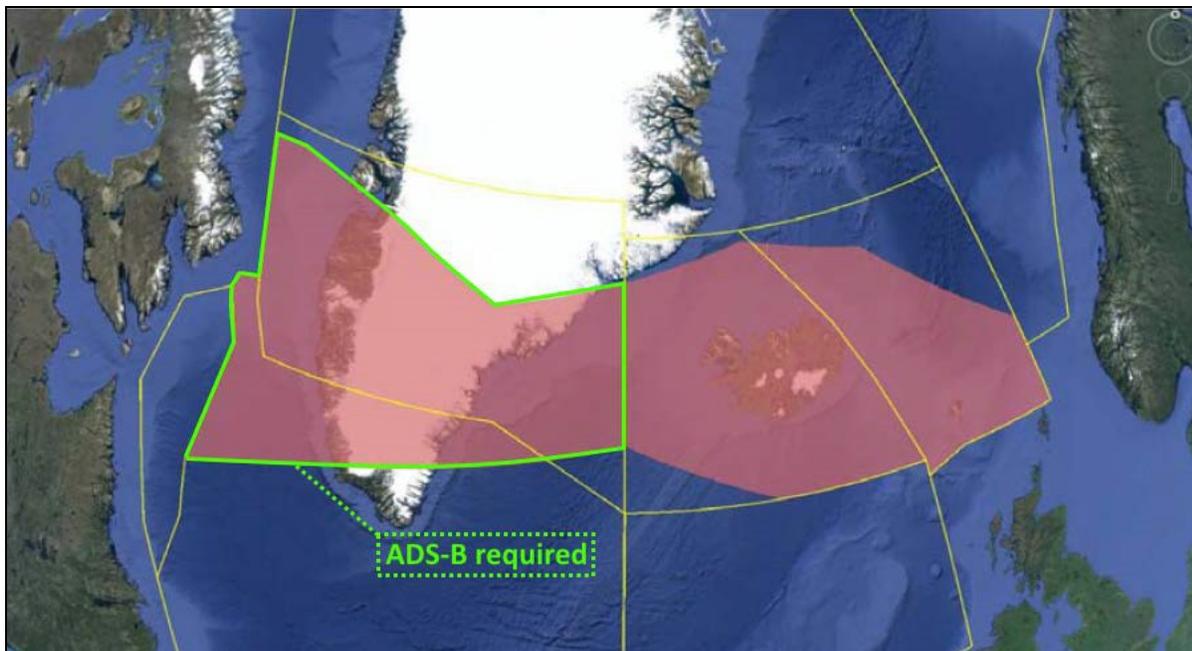


Figure 1

Aircraft not fitted with, and using FANS 1/A (or equivalent) systems, are allowed to operate within the area depicted above at DLM-designated flight levels, provided the aircraft is suitably equipped (transponder/ADS-B extended squitter transmitter).

For planning purposes, this area is bounded by the following:

Northern boundary:	64N000W – 68N010W – 69N020W – 68N030W – 67N040W – 69N050W – 69N060W – BOPUT.
Southern boundary:	GUNPA (61N000W) – 61N007W – 6040N010W – RATSU (61N010W) – 61N020W – 63N030W – 62N040W – 61N050W – SAVRY

Flights Allowed to Flight Plan into NAT Region DLM Airspace

The following flights will be permitted to flight plan to enter the NAT DLM airspace:

1. Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems (NAT Regional Supplementary Procedures (ICAO Doc 7030) paragraphs 3.3.2 and 5.4.2 apply for CPDLC and ADS-C respectively); and
2. Non-equipped flights that file STS/FFR, HOSP, HUM, MEDEVAC SAR, or STATE in Item 18 of the flight plan (depending on the tactical situation at the time of flight, however, such flights may not receive an ATC clearance that fully corresponds to the requested flight profile).

Operational Policies Applicable to NAT Region DLM Airspace

Any aircraft not equipped with FANS 1/A (or equivalent) systems may request to climb or descend through the NAT DLM airspace. Such requests, as outlined below, will be considered on a tactical basis.

- Altitude reservation (ALTRV) requests will be considered on a case-by-case basis (as is done today regarding NAT minimum navigation performance specifications [MNPS] airspace), irrespective of the equipage status of the participating aircraft.
- If a flight experiences an equipment failure **AFTER DEPARTURE** that renders the aircraft unable to operate FANS 1/A (or equivalent) CPDLC and/or ADS-C systems, requests to operate in the NAT DLM airspace will be considered on a tactical basis. Such flights must notify ATC of their status **PRIOR TO ENTERING** the airspace.
- If a FANS 1/A data link equipment failure occurs while the flight is **OPERATING WITHIN NAT DLM AIRSPACE**, ATC must be immediately advised. Such flights may be re-cleared so as to avoid the airspace, but consideration will be given to allowing the flight to remain in the airspace, based on tactical considerations.
- If a flight experiences an equipment failure **PRIOR** to departure that renders the aircraft non-DLM compliant, the flight should re-submit a flight plan so as to remain clear of the NAT regional DLM airspace.

European and North Atlantic (EUR/NAT) Interface Flight Planning

Where the NAT interfaces with the European (EUR) data link implementation rule airspace, procedures will be established by the air navigation service providers (ANSP) concerned to facilitate the vertical transition of traffic to and from the NAT region DLM and the EUR data link implementation rule areas. The transition will be conducted as soon as is practicable by the initial EUR domestic area along the common FIR/upper flight information region (UIR) boundary bordering the NAT region DLM. The operator and the ANSP must ensure that the vertical transition is complete prior to crossing any **subsequent** FIR/UIR boundary.

Further Information

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A handwritten signature in black ink, appearing to read 'James Ferrier', with a long horizontal flourish extending to the right.

James Ferrier
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